

FLIGHT PIONEERS



CAPT. CECIL GREEN

The first of the three main types of winter weather is the snow storm. This is the most common type of winter weather and is caused by a low pressure system moving in from the west. The second type is the ice storm, which is caused by a low pressure system moving in from the east. The third type is the blizzard, which is caused by a low pressure system moving in from the north. Snow storms are the most common type of winter weather and are caused by a low pressure system moving in from the west. Ice storms are the second most common type of winter weather and are caused by a low pressure system moving in from the east. Blizzards are the third most common type of winter weather and are caused by a low pressure system moving in from the north.

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WINTER WEATHER IN THE MOUNTAINS. A SNOW STORM IS MOVING IN FROM THE WEST. THE SNOW IS FALLING HEAVILY AND THE WIND IS HOWLING. THE TEMPERATURE IS DROPPING RAPIDLY.

THE NEW CENTER BIPLANE.

The new center biplane, which is being developed by the Army Air Corps, is a two-engine, high-wing, single-aisle aircraft. It is designed to be a versatile transport, capable of carrying up to 15 passengers or 10,000 pounds of cargo. The aircraft is being developed by the Army Air Corps, and is expected to be in service by 1940.

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MR. ROBERT LORAIN'S HEAD-ON DUEL FLIGHT.

Mr. Robert Lorain, a well-known aviator, has been selected to fly the new center biplane. He is a highly skilled pilot, and has a long record of successful flights. He is expected to be in service by 1940.

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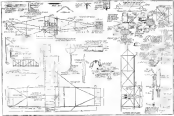
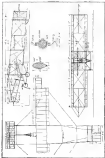


FIGURE 10-10. School complex, all enclosed area.

THE SALERIN REPLANE

The Salerin Replane is a new type of aircraft designed for high speed and low drag. It features a unique wing configuration and a streamlined fuselage. The aircraft is capable of reaching speeds of up to 1,000 miles per hour.

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SPEED-ALARMS FOR FILTERS

SEMI-AUTOMATIC DEVICES FOR USE IN PAPER

THE NEW SPEED-ALARM DEVICES, WHICH ARE USED IN THE PAPER INDUSTRY, ARE SHOWN IN THE DRAWINGS ON THIS PAGE.



Diagram of a speed-alarm device for filters, showing a cross-section of a filter unit with a central vertical shaft and a horizontal arm extending from the side.

Fig. 1

Fig. 2

Diagram of a speed-alarm device for filters, showing a cross-section of a filter unit with a central vertical shaft and a horizontal arm extending from the side.



Diagram of a speed-alarm device for filters, showing a cross-section of a filter unit with a central vertical shaft and a horizontal arm extending from the side.

Fig. 3

Diagram of a speed-alarm device for filters, showing a cross-section of a filter unit with a central vertical shaft and a horizontal arm extending from the side.



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Fig. 4

Fig. 5

Diagram of a speed-alarm device for filters, showing a cross-section of a filter unit with a central vertical shaft and a horizontal arm extending from the side.



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RECOVERING FROM BOMBINGS

After the bombing of the World Trade Center in New York City on September 11, 1990, the city's recovery efforts were hampered by the fact that the city's economy was already in a state of decline. The city's economy was in a state of decline because of the fact that the city's economy was in a state of decline. The city's economy was in a state of decline because of the fact that the city's economy was in a state of decline.

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Photo by G. Smith, Sept. 11, 1990

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The Royal Flora Club of the United Kingdom

INCORPORATED BY ROYAL WARRANT UNDER THE ROYAL WARRANT OF 1834

The Royal Flora Club was founded in 1834, and has since that time been the centre of the botanical life of the United Kingdom. It is the only club of its kind in the world, and its members are the leading botanists of the country.

The Club is open to all who are interested in the study of the flora of the United Kingdom, and its members are entitled to attend the meetings of the Club, and to use the library and the herbarium. The Club also publishes a journal, the *Journal of the Royal Flora Club*, which contains the proceedings of the Club, and the results of the researches of its members.

The Club is a non-profit-making organization, and its funds are derived from the contributions of its members, and from the sale of the publications of the Club. The Club is a charitable organization, and its objects are the advancement of the study of the flora of the United Kingdom, and the promotion of the interests of the botanical community.

The Club is a body of men and women, and its members are of all ages and of all ranks. It is a club of the people, and its members are the leading botanists of the country. The Club is a body of men and women, and its members are of all ages and of all ranks.

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PROCEEDINGS OF THE CLUB

The Club meets on the first Monday of each month, at 8 o'clock, in the Lecture Room of the Natural History Museum, London. The meetings are open to all who are interested in the study of the flora of the United Kingdom.

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ABOUT THE COUNTRY

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FOREIGN AVIATION NEWS.

Mr. Wilson Wins a Good Name Flying.
 Mr. Wilson, a well-known pilot, has been awarded a gold medal for his services in the air. He has been flying for many years and has been a member of the Royal Aero Club since 1911. He has been a member of the Royal Aero Club since 1911.

New Flying Record Made.
 A new flying record has been made by a pilot who has flown for 24 hours without stopping. The pilot is a well-known pilot and has been flying for many years. He has been a member of the Royal Aero Club since 1911.

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Illustration of the aircraft and the people standing around it, showing the scale of the machine.



FLYING INTO THE FUTURE

With a new look and feel, the magazine is now a more comprehensive source of information for pilots. The new cover design features a large, high-contrast image of a pilot in flight, with the title "FLY" prominently displayed in a bold, sans-serif font.

Expanded Coverage

The magazine is now published twice a year, in May and November. This change allows for more in-depth coverage of the aviation industry, including new aircraft models, flight techniques, and industry news. The magazine also features a variety of articles, including interviews with pilots, reviews of flight equipment, and reports on aviation safety.

The magazine is now available in both print and digital formats. The print edition is published by Aviation Publications, Inc., and the digital edition is available on the company's website. The magazine is also available in Spanish and French.

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A Pilot's View

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A Pilot's View on Safety

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PAPER HORDELAIDS



Holdouts with the 400-hour rule. Bill Heston, 40, owner of a 100-hour school.

Bill Heston, 40, owner of a 100-hour school, says he's not sure if he'll be able to meet the new rule. "I'm not sure if I can meet the new rule," he says. "I'm not sure if I can meet the new rule." Heston, who owns a 100-hour school, says he's not sure if he'll be able to meet the new rule. "I'm not sure if I can meet the new rule," he says. "I'm not sure if I can meet the new rule."

BY JIM FARRAR

WIDE LOAD FOR HORDELAIDS
NEW RULES FOR 400-HOUR SCHOOLS



Bill Heston of the 100-hour school, with other 100-hour school owners, at a meeting in St. Louis, Mo.

THE NEW 400-HOUR RULE FOR PILOTS, which will require pilots to complete 400 hours of flight time by the end of 1992, is causing a stir in the aviation community. The rule, which was adopted by the Federal Aviation Administration (FAA) in 1990, is a response to the growing number of pilots who are not meeting the 400-hour requirement. The rule is a response to the growing number of pilots who are not meeting the 400-hour requirement. The rule is a response to the growing number of pilots who are not meeting the 400-hour requirement.

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Bill Heston, owner of the 100-hour school, with other 100-hour school owners, at a meeting in St. Louis, Mo.

When the joint is used in the design of a structure, it is important to consider the effect of the joint on the overall behavior of the structure. The joint should be designed to transfer the required forces and moments between the members it connects. The design of the joint should take into account the type of loading, the material properties, and the geometry of the joint.

The joint should be designed to provide a secure connection between the members. This is typically achieved by using bolts, welds, or other fasteners. The design of the joint should also consider the potential for fatigue and corrosion, especially in structures subjected to cyclic loading or in corrosive environments.

In the design of a joint, it is important to consider the stiffness of the joint. The stiffness of the joint affects the distribution of forces and moments in the structure. A stiff joint will transfer more forces and moments to the members it connects, while a flexible joint will transfer less.

JOINT DESIGN

The design of a joint should take into account the type of loading, the material properties, and the geometry of the joint. The joint should be designed to provide a secure connection between the members. This is typically achieved by using bolts, welds, or other fasteners. The design of the joint should also consider the potential for fatigue and corrosion, especially in structures subjected to cyclic loading or in corrosive environments.



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JOINT FOR DISPLAY

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PLANTING OF THE NEW PLANT



The new plant is to be built on the site of the old plant, and the layout is shown in the diagram.

PLANT LAYOUT

The layout of the new plant is shown in the diagram.



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